

Cockpit Version

This set of instructions is sufficient to be kept on the boat for reference and for Equipment Audit.

Please refer to the full version of the GFS Sailing Instructions available on the website (www.gfs.org.au) for specific detail.

1. Eligibility to Race.

- a. All races are open to yachts on the register of a recognised club in terms of Part 6 of the Racing Rules of Sailing. A member of the recognized club or GFS member must be on board during all races.
- b. event. Written Proof of Insurance (POI) must be supplied. With a minimum of \$10,000,000 third party liability.
- c. **Compliance Form to a minimum YA Special Regulations: Part 1 Category 7**
- d. on board (skipper and one crew member).
- e. The Club reserves the right to reject any entry.
- f. Casual entries **may** be accepted by the race committee
- g. Any yacht not complying with the relevant conditions above is ineligible to race and will not be awarded points and will be considered to be a non-starter.

2. Indemnity.

All those taking part in any Club events do so at their own risk and responsibility. Participants are also advised that although the Club is covered by third party liability insurance, this cover **DOES NOT** extend to participants racing. Participants must make their own private insurance arrangements. Attention is drawn to ISAF Fundamental Rule 4, (Decision to Race) which States: "The responsibility for a boat's decision to *participate* in a race or to *continue racing* is hers alone".

This RISK WARNING is issued by the Club and the NSW Maritime Authority, pursuant to the Civil Liability Act 2002 to all persons wishing to participate in the sailing activities conducted by the Club. Participants are warned that, regardless of the precautions, which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to risk of property damage, physical harm and possible death. The Club expressly and unreservedly indemnifies NSW Roads and Maritime from all liability associated with GFS events. **The Club and NSW Roads and Maritime Services also warn participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress.**

The Club will monitor **VHF Channel 72** during GFS races. However, please plan what you and your crew would do in and emergency.

Man Overboard – Crew Retrieval. International safety guidelines state that every vessel must be able to carry out man overboard rescue. By July 1, 2020, GFS Skippers must be able to demonstrate to the GFS Equipment Audit team that they have satisfactory equipment on board for the retrieval of a crew member in the water alongside the vessel.

3. Rules.

All references made to the racing rules shall be interpreted as a reference to 'the current **ISAF Racing Rules of Sailing RRS** and the prescriptions and the special regulations of the AYF'. Attention is drawn to ISAF Fundamental Rule 1 (Safety), Rule 2 (Fair Sailing) and Rule 3 (Acceptance of the Rules). It is expected that all competitors in GFS events adhere to the principles set out in these rules.

All competitors shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and ISAF Regulation 21, Anti-Doping Code.

All Club races will be sailed under the ISAF rules as stated above, except where modified by these sailing instructions.

Definitions: shall be described in the **Racing Rules of Sailing**.

4. Changes to Sailing Instructions.

Changes to these Sailing Instructions will be posted on the Club internet site (www.gfs.org.au) and/or email to club members who have paid racing fees.

5. Schedule of Races.

Races will be held according to the current GFS Season Program.

6. Divisions and Classes.

Yacht divisions and classes are defined by coloured flags which are used as their starting signal. These are listed in order of starting.

Saturday

Blue - Division 1
Green/White - Division 2

Down Harbour

Blue - Division 1
White - Division 2
Red - Division 3

Twilight

Gold
Orange (Red)
White
Green
Black
Blue

7. Marks.

Marks are set at locations shown on the GFS course map. These marks, if buoys, are conical inflatable buoys labelled GFS. Inflatable cylindrical or tetrahedral buoys may replace the buoys described above. These will be clearly marked GFS. The marks, if buoys, in Down Harbour courses are yellow cylindrical can (YA) buoys. All marks are to be rounded to starboard except when denoted by **(P)** in which case they will be rounded to port. When Islands are listed as marks in GFS Courses **RRS, Rule 19 applies** (Continuing Obstruction).

8. Start Line.

- i. The Start Line may be set from either the Clubhouse or the Club launch. **Code flag 'Q'** will be flown at the Clubhouse to signify that the start will be from the Club launch.
- ii. The Start Line will be set between a Club mark and the flag mast of either the Club launch or the Clubhouse.
- iii. If the club mark is missing, when starting from the Clubhouse, the start line will be set between the flag mast at the Clubhouse and the flag mast on the Sea Scouts shed on the Hunters Hill shore.
- iv. When starting, boats must pass between the Clubhouse or launch and the Club mark. If a clearance mark is laid at the Clubhouse end of the start line, boats must pass between the clearance buoy and the Club mark. If laid, the clearance mark does not indicate the position of the start line.
- v. Yachts in subsequent starts must remain well away from the vicinity of the start line until the previous Division clears the start line after their starting signal. See SI 11 (b), (c) **and (g)**.
- vi. To allow movement of vessels (competitors, ferries and non-competitors) during Twilight race starts a starting box/ exclusion zone will be in place. The box will be bounded by the start buoy and clearance mark laid off the clubhouse and a line approximately 20 metres South from Northwood wharf and a similar distance north of moorings on the Woolwich shore. See SI 11.

9. Courses and Course Signals.

All GFS Courses are defined by numbers and are listed on the **GFS Saturday and GFS Twilight Course Sheets** at the start of each season. **Courses may be revised during the season.**

The letter 'A' following the course number shall indicate the alternative **shortened** course. When displayed, boats are to proceed directly to the finish after rounding the mark so designated on the course sheet.

The course to be sailed can be changed by the starter up to the warning signal of **each separate Division**. This may result in different divisions sailing different courses.

The course to be sailed will be indicated by a course number displayed on a board at the Clubhouse or on the transom of the Club launch.

Course Signals.

Twilight Courses – Clubhouse start

The course number for Orange Division will be displayed on a red board, the course for Green Division, Gold Division, White Division and Blue Division on a white board and the course for Black Division will be on a black board.

Saturday Courses – Launch Start (Code Flag 'Q' flown on the clubhouse flag mast)

The course number for Division 1 and Division 2 will be displayed on a red board with white numerals.

Division 1 will always sail the blue (B) course. For Division 2, a Green Flag at the start will indicate the **GREEN (G)** course is to be sailed and a White Flag the **WHITE (W)** course is to be sailed.

Saturday Courses – Clubhouse start.

If Division 1 and 2 sail different courses, the course number for Division 1 will be on a blue board and the Division 2 course will be on a white board.

If both Divisions sail the same course, the course number will be on a red board with white numerals.

Down Harbour Courses – Clubhouse start

The course number for Division 1 (Blue) will be displayed on a blue board, for Division 2 (White) a white board and Division 3 (Red), a red board.

10. Starting Procedure.

All starts rely on flag movements. Sound signals may or may not occur.

i. Down Harbour Point Score Series – Scratch Start.

PT Down Harbour (1315hrs)		Club Pennant raised	
		Sound signal	
PT + 5 min	Division One class warning signal	Blue Pennant raised	
		Sound signal	
PT + 6 min	Division One preparatory signal	Code Flag 'I' raised	
		Sound signal	
PT + 9 min	Division One 1 minute signal	Code Flag 'I' lowered	
		Long Sound signal	
PT + 10min	Division One Start signal	Blue Pennant lowered	
		Sound signal	\$
	Division Two warning signal	White Pennant raised	
PT + 11 min	Division Two preparatory signal	Code Flag 'I' raised	
		Sound signal	
PT + 14 min	Division Two 1 minute signal	Code Flag 'I' lowered	
		Long Sound signal	
PT + 15 min	Division Two Start signal	White Pennant lowered	
		Sound signal	\$\$
	Division Three warning signal	Red Pennant raised	
PT + 16 min	Division Three preparatory signal	Code Flag 'I' raised	
		Sound signal	
PT + 19 min	Division Three 1 minute signal	Code Flag 'I' lowered	
		Long Sound signal	
PT + 20 min	Division Three Start signal	Red Pennant lowered	
		Sound signal	\$\$\$

ii. Saturday Point Score Series – Scratch Start.

PT (1315hrs)		Club Pennant raised	
		Sound signal	
PT + 5 min	Division One warning signal	Blue Pennant raised	
		Sound signal	
PT + 6 min	Division One preparatory signal	Code Flag 'I' raised	
		Sound signal	
PT + 9 min	Division One 1 minute signal	Code Flag 'I' lowered	
		Long Sound signal	
PT + 10 min	Division One Start signal	Blue Pennant lowered	
		Sound signal	
	Division Two warning signal	Green or White Pennant raised	
PT + 11 min	Division Two preparatory signal	Code Flag 'I' raised	
		Sound signal	
PT + 14 min	Division Two 1 minute signal	Code Flag 'I' lowered	
		Long Sound signal	
PT + 15min	Division Two Start signal	Green or White Pennant lowered	
		Sound signal	

For Division 2, a Green Flag will indicate the Green (G) course and a White flag the White (W) course.

iii. Twilight Series – Handicap start - **if required**

PT 1735 hrs (5:35pm)		Club Pennant displayed	Sound Signal
PT + 5 min	Warning Signal	Blue Flag displayed	Sound Signal
PT + 6 min	Preparatory Signal	IC flag I displayed	Sound Signal
PT + 9 min	One-Minute Signal	IC flag I removed	Long Sound signal No further sound signals
PT + 10 min	Start	First boats start on display of 00	

Then at 1 minute intervals until all competitors have started

Each yacht's Start Signal will be the appearance of the number corresponding to the yacht's handicap

Handicaps will be published on the GFS website and/or communicated by email prior to the next race.

iv. Twilight Point Score – Scratch Start.

PT (1735 hrs)		Club Pennant raised
PT + 5 min	Gold Division Warning Signal	Sound Signal Yellow Pennant raised Sound Signal
PT + 6 min	Gold Division preparatory signal	Code Flag 'I' raised
PT + 9 min PT + 10 min (5.45 pm)	Gold Division 1 minute signal Gold Division Start signal	Code Flag 'I' lowered Yellow Pennant lowered Sound Signal Red Pennant raised
PT + 11 min PT + 14 min PT + 15min (5.50 pm)	Orange Division preparatory signal Orange Division 1 minute signal Orange Division Start signal	Code Flag 'I' raised Code Flag 'I' lowered Red Pennant lowered Sound Signal White Pennant raised
PT + 16 min PT + 19 min PT + 20 min (5.55 pm)	White Division Warning signal White Division Preparatory Signal White Division 1 minute signal White Division Start signal	Code Flag 'I' raised Code Flag 'I' lowered White pennant lowered Sound Signal Green Pennant raised
PT + 21 min PT + 24 min PT + 25 min (6.00 pm)	Green Division Warning Signal Green Division Preparatory Signal Green Division 1 minute signal Green Division Start Signal	Code Flag 'I' raised Code Flag 'I' lowered Green Pennant lowered Sound signal Black Pennant raised
PT + 26 min PT + 29 min PT + 30 min (6.05 pm)	Black Division Warning Signal Black Division Preparatory Signal Black Division 1 minute signal Black Division Start Signal	Code Flag 'I' raised Code Flag 'I' lowered Black Pennant lowered Sound Signal Blue Pennant raised
PT + 31 min PT + 34 min PT + 35 min (6.10 pm)	Blue Division Warning Signal Blue Division Preparatory Signal Blue Division 1 minute signal Blue Division Start Signal	Code Flag 'I' raised Code Flag 'I' lowered Blue Pennant lowered Sound Signal

11. Starting Rules.

- a RRS. Rule 30.1 applies at the start.
- b Yachts are required to keep clear of the starting line before their warning signal.
 - i. In **Twilight Scratch starts** yachts are to keep clear of the starting box/exclusion zone until 5 minutes prior to their assigned starting time – see SI 8 vi.
 - ii In **Twilight Handicap (Pursuit) Starts** yachts are to keep clear of the starting box/exclusion zone until 3 minutes prior to their assigned starting time – see SI 8 vi.
- c Yachts sailing in the starting area prior to their One Minute Signal must keep clear of all yachts sailing after their One Minute Signal. Yachts not complying may be protested by other competitors or disqualified by the starter.
- d
 - i. If a Club Buoy and/or Clearance Mark have been laid, no yacht shall cross the starting line from the direction of the first mark after its preparatory signal.
 - ii. No 'dip starts' are permitted - Code Flag 'I'.
 - iii. Yachts may pass either end of the club mark, launch or clearance buoy (if laid) to re-start.
- e The starter will remain on station for 15 minutes after the last start. No yacht will be recorded as a starter after that time.
- f The procedure for Handicap Starts outlined in SI 10 iii modifies rule 12(c).
- g If no club buoy or launch is used at the start a yacht must return completely to the pre-start side of the transit line before re starting. This modifies SI 11(d, ii).

12. Delayed Start.

In the event of a delayed start, the Answering Pennant (**AP**) will be raised accompanied by two sound signals. When the start is imminent the Answering Pennant will be lowered accompanied by one sound signal. One minute thereafter the normal starting procedure will commence. This may also include a new course number.

13. Recalls.

- a **Individual RRS Rule 29.1 will apply.**
Code Flag 'X' will be displayed accompanied by one sound signal. The offending yacht may be advised by hail; however, the onus is on the offending yacht to return and restart.
- b **General RRS Rule 29.2 will apply as modified.**
First Substitute will be raised accompanied by two sound signals. Four minutes later the First Substitute will be lowered accompanied by one sound signal. One minute later the Class Flag and Preparatory Signal (for the Twilight Point score races) and the Class Flag (for the Saturday and Winter races) will be raised accompanied by one sound signal. Thereafter the starting procedures return to normal.

If a second general recall occurs the recalled division will then start 10 minutes after the last division start. The Preparatory Signal (Twilight races) or the Class Flag (Saturday & Winter races) will be raised five minutes after the last division starts.
- c For Twilight Handicap (Pursuit) Starts Individual recalls may not be indicated, the onus is on the offending yacht to return and restart. This modifies RRS 29.1.

If any yacht is on the course side of the starting line at the time of her start may restart the race or be given a two minute penalty at the finish.

Any yacht starting more than 1 minute before her start may be recorded as DNS at the discretion of the starter.

14. Shortened Course.

- a. If a course is shortened after the start, Code Flag 'S' displayed at a rounding mark indicates that the course has been shortened. All yachts after rounding the mark shall proceed directly to the finishing line. If a Division Flag is also displayed with Code Flag 'S', the course is shortened for boats in that division only.
- b. The course may also be shortened either at a mark of the course or other suitable location. The Start boat will fly a Blue Flag to signal they are on station and Code Flag 'S' at the finish. Yachts should pass between the club mark and the start boat from the direction of the previous mark of the course.

15. Cancellation of Race.

If conditions are such that the starter decides to cancel the race, Code Flag 'N' and the Answering Pennant 'AP' will be displayed accompanied by three sound signals.

16. Abandonment of Race.

- a. If necessary a race will be abandoned by flying Code Flag 'N' above Code Flag 'A' from the launch or clubhouse mast accompanied by three long sound signals.
- b. When an 'Ocean Storm', 'Tsunami', 'Land Gale' or 'Severe Storm' warning is current for the Sydney area racing will be abandoned.
- c. Where wind speeds in excess of 25 knots with gusts of 30 knots are consistently recorded at Sydney Airport, or at their discretion, the committee, starter, sailing secretary, twilight captain or their representative may abandon racing for the day.
- d. Notice of abandonment will be communicated via the GFS Website, Facebook, SMS or email where practicable.

17. Races Cancelled or Abandoned.

Races cancelled or abandoned will not be re-sailed. Yachts competing in a race abandoned after the start will be awarded 4 points.

18. <u>Time Limits.</u>	- Saturday Point Score	4 hours elapsed time
	Down Harbour Series	5 hours elapsed time
	Twilight Series	8.15 pm
	Winter Series	4 hours elapsed time

19. Alternative Penalties.

Rule 44.1 and 44.2 apply except as modified. The Two Turns Penalty will apply to all yachts breaking a rule of Part 2 of the Racing Rules of Sailing **and a One Turn Penalty will apply to all yachts breaking Rule 31 of the Racing Rules of Sailing.**

20. Finish Line.

- a. When finishing, boats must pass between the Club mark and the **Blue** Flag on the Clubhouse mast or on the **Blue** Flag on the club launch. The Clearance mark does not apply at the finish.
- b. Where the finish is from the Club launch the line will be set at an appropriate position relative to the last mark passed. The Start boat will fly a Blue Flag to signal they are on station and Code Flag 'S' at the finish.

Note: RRS. Rule 31 applies at the finish.

21. Scoring.

Yachts of members who have paid racing fees, provided Proof of Insurance and have lodged a Special Regulations Equipment Form with the Club will be awarded points in Club events.

Club Point Scores.

Points shall be scored and any ties resolved in accordance with a **RRS Appendix A -Scoring. The Low Point Scoring System** will apply, with exceptions SI 21 a to g

Overall Point Scores.

The **Overall Point Score** for Saturday, Down Harbour and Twilight Series is the combined results of the Spring and Autumn Series, after dropping the worst results in accordance with the Races to Count.

22. Protests.

A **Red Flag** or **Code Flag B** will be recognised as a protest flag. The flag must be displayed immediately at the time of the incident accompanied by the **hail 'protest'**.

The starter must be notified of the protest on completion of the race in which the protest occurred.

23. Handicap System.

Handicaps are determined at the beginning of each season using previous results and individual assessment. During the season handicaps can be adjusted by the Club Handicapper, Sailing Secretary or their delegate to correct inequitable situations. Yachts new to the Club will be assigned a minimum AHC of 1.000 or an assigned handicap determined by the GFS handicapper for their first three races.

24. Rostered Duty Officer.

- (i) **For Saturday racing (If required)**, a yacht's crew (minimum 2 people and preferably three and including the owner) will be rostered to perform **start and finish** duty.
 - a. **For Twilight racing**, two crews will be rostered each week to assist. The yacht of each rostered duty officer is considered a starter and the following conditions apply: See SI 24 a to e.

25. Special Regulations.

- a Commercial and Defence Shipping. Competing yachts must not interfere with the commercial or defence shipping of the port. **Yachts are specifically warned to keep clear of ferries. See page 18.**
- b Yachts which have finished must keep clear of the Finish Line area and yachts still racing.
A yacht must not obstruct the starter's view of the finish line or distract the starter whilst yachts which are finishing are being recorded.
- c A yacht approaching the starting line under power or tow must stop the motor or cast off the tow-line at least two (2) minutes before their Starting Signal, or make a 360 degree turn under sail before starting to race.
- d The Club Racing Pennant must be clearly displayed whilst racing. Visitors may use their own club flag.
In addition, all yachts competing in the Down Harbour Series must carry a Fluorescent Yellow Pennant, of size 600mm x 70mm, from the backstay or, if no backstay, a position from which the pennant is obvious.
- e (i) In Saturday racing, MPS spinnakers are allowed, i.e. a spinnaker may be set without a pole.
(ii) In GFS Twilight Series races, only a mainsail and headsails as defined in RRS 50.4 shall be permitted. Headsails shall not be set flying and must be tacked to the foot of a permanent forestay and fully hanked or attached to the permanent forestay by a luff groove device. No sail shall be set forward of the point of attachment of a permanent forestay.
(iii) In Saturday racing, fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers. This amends RRS 50.2 and 50.3.
- f **Identification.**
- (i) Sails; Mainsails, spinnakers and overlapping headsails must bear the **same** number. If not the starter should be informed prior to racing on the day.
- (ii) Hulls: All yachts are required to have displayed in a contrasting colour and in letters and numbers at least 50mm in size, on both sides of the hull or on their transom, the name of the yacht, sail number and Club of registration (e.g. GFS).
- g The Sailing Secretary, or their delegate (if racing), may communicate with the starter during a race to advise on course changes if necessary.
- h All yachts with moveable keels must have their centreboard or swing-keel locked down at all times when racing.
- i If a yacht retires from a race the starter **must** be informed either by hail, phone call to the club 9436 1901 or by VHS Channel 72.
- j Retractable spinnaker poles and other outriggers are allowed when these are part of the design of the yacht. This changes RRS Rule 50.3(a).
- k. Safety equipment spot checks may be held during the season. If indicated by the presence of the club launch at the finish of the race, immediately a yacht finishes it is to display the nominated piece of safety equipment to the duty crew in the club launch moored beyond the finish line. Failure to display the item will result in the forfeit of all points from this race and previous races in the series. The club launch will not display a **blue** flag and is not part of the finish line.
- l. Bow mounted anchors that extend beyond the gunwale or extended gunwale are not permitted in GFS races. Anchors should be stowed in lockers or below decks where they can be deployed immediately.
- m. It is a NSW Maritime requirement that navigation lights must be displayed between sunset and sunrise and during times of restricted visibility.
- n. **Prohibited Areas**
- (i) All areas enclosed by **private moorings** are prohibited areas for all Club courses. Yachts racing in GFS events are not permitted to sail between moorings and between moorings and the adjoining shore.
Each area is considered to be an obstruction, not surrounded by navigable water, and not a mark of the course. RRS Rule 19 applies.
Blue Police buoys are considered to be private moorings.
Yachts breaking Sailing Instruction 25n (i) may retrace their course until outside the restricted area then do a Two Turns Penalty. If they fail to do this and are protested by another yacht they will be automatically classed as DNF. They will be contacted and informed of this by either the Sailing Secretary or the Twilight Captain.
- (ii) Areas enclosed by Yellow Buoys placed by NSW Maritime are prohibited areas. For example, at Garden Island (vii c) and surrounding waterfront operations or Geotechnical Platforms.

(iii) Spectacle and Snapper Islands

- a. Sailing between the naval barges and their moorings/piles and between the barges or their moorings/piles and the shore at Spectacle Island is prohibited. RRS Rule 19 applies.
- b. The area between the Western tip of Spectacle Island and the first of the naval moorings/piles to the North East is also a prohibited area. RRS Rule 19 applies.
- c. It is not permissible to sail through the area between Spectacle and Snapper Islands. This area is also considered to be an obstruction, not surrounded by navigable water, not a mark of the course. RRS Rule 19 applies.
- d. **See (vii) a.**

(iv) Shark Island

The area between Shark Island and the Shark Island YA buoy is a prohibited area for all Club races. RRS Rule 19 applies.

(v) Snails Bay

The dolphins at Snails Bay are not considered to be private moorings. It is permissible to sail between the dolphins, between the dolphins and the private moorings in Snails Bay and the dolphins and the shore.

(vi) Cardinal Marks – A boat shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be continuing obstructions. Cardinal marks indicate the direction of safety.**(vii) Lateral Marks (Channel Markers) and other markers.**

All navigation marks rank as obstructions and shall be passed on their designated side. The water between a navigation mark and the adjacent shore or hazard shall be considered a Continuing Obstruction. RRS Rule 19 applies.

- a. The area between the **Beacon Buoy and Spectacle Island** is a prohibited area for all Club races.
- b. The area between **Goat Island and the Red Channel Marker** at the eastern end is a prohibited area for all Club races.
- c. **Garden Island.** Yachts shall not sail within the yellow markers in the vicinity of Garden Island. This area is prohibited and deemed to be a continuing obstruction. The area between **Garden Island and the Red Channel Marker** is a prohibited area for all Club races.

(viii) Bradleys Head Safe Water Mark - Condition 100 of the GFS Aquatic Licence.

All vessels navigating in the vicinity of the Safe Water Mark, 350m from Bradleys Head, **must leave the buoy to Port.**

(ix) Onions Point.

In Twilight Races the area between a **GFS buoy laid at Onions Point and the Onions Point shore** is a prohibited area. RRS Rule 19 applies.

- o. The use of a trapeze is not permitted on any keelboat when racing in any GFS series.
- p. To get clear after grounding or colliding with a vessel or object, a boat may use an engine (or any other method) provided the boat does not gain any advantage in the race. This modifies RRS Rule 42.
- q. All yachts must carry a completed GFS Safety Card.
- r. In addition to the items required by Sailing Australia and RMS all GFS yachts participating in races must carry a rescue quoit, throw bag or lifebuoy (yachts over 8m) and waterproof flashlight.
- s. **All competing yachts must carry either a fixed or hand-held VHF receiver/transmitter. This must be on at all times in GFS events. VHF Channel 72 will be used for communication during races.**
- t. Any on-water incident between boats competing in GFS events should be reported to the Club Safety Officer gfssafetyofficer@gmail.com as soon as possible after the incident occurs even if it is considered minor.

GFS is obliged under the terms of its Aquatic Licence to prepare a report of all contact incidents occurring during racing whether or not damage, injury or an insurance claim results.

In addition, The Maritime Safety Act 1998 requirements are to be followed in case of any incident resulting in significant damage to vessels or injury to persons during club events and is a requirement of the GFS Aquatic Licence from NSW Maritime. The relevant Sections of the Act are listed below.

An Incident Report form is available on the club website. A copy of the Incident Report should be sent to the Club within seven days of the incident.

MARINE SAFETY ACT**Section 99 Duty to report marine accidents to Minister**

(1) When a marine accident occurs in connection with a vessel, the master of that vessel (and the owner of the vessel if aware of the accident) must send a report to the Minister containing particulars of the accident as soon as practicable by the quickest means available.

(2) A report is not required to be sent:

- (a) if a report of the marine accident has already been sent by the owner or master, or
- (b) in any other case prescribed by the regulations.

(3) After receiving a report of a marine accident, the Minister may require further information from the owner or master of a vessel involved in the accident to determine whether an investigation should be ordered into the marine accident.

Section 100 Marine accident particulars

The particulars of a marine accident required to be furnished or reported under this Division are as follows:

- (a) the time, place and nature of the marine accident,
- (b) the name and distinguishing number (if any) of each vessel involved in the marine accident,
- (c) the name and address of each person who was involved in or was a material witness to the marine accident,
- (d) any loss of life or the estimated extent of any injury or damage resulting from the marine accident.

Safety and Emergency Plan for Competitors in GFS Events

Sailing is a sport which involves considerable risk. To minimise risk participants in GFS events must be familiar and comply with rules detailed in –

- Racing Rules of Sailing
- YA Special Regulations
- Regulations for the Prevention of Collisions at Sea
- Maritime Services Act
- GFS Sailing Instructions
- Any other Regulations (eg Commercial Shipping) that apply to boating on Sydney Harbour

Before Racing

The Racing Rules of Sailing Part 1 – Fundamental Rules apply to both you and your crew racing with the club. Please be aware and make the crew aware of the implications of Rules 1 – 5 prior to racing.

All competing yachts must have completed a current Safety Compliance Audit (Category 7) and carry the equipment identified on the audit form at all times when racing. The form must be lodged at the club.

Your crew should know how to use the Life Saving Equipment (particularly PFDs) and where this equipment is stowed on your boat. Attention is drawn to YA Special Regulations Appendix B and the need to practise man overboard procedures with your crew regularly.

Competitors should be aware of the predicted weather conditions expected during racing -Sydney Boating Weather 1900 969 955 or <http://www.bom.gov.au/weather/nsw> or <http://www.seabreeze.com.au/graphs/nsw.asp>.

The club starters will monitor VHF Channel 72 during races.

Emergencies

The club itself is **UNABLE** to provide emergency assistance to boats in distress. The crew of any boat in distress, or the crew of another boat witnessing a boat in distress should contact emergency services on **000, 112 (mobile) or VHF Channel 16**.

Emergency Contact Details

Emergency Services 000 or VHF Ch16
Marine Area Command (Water Police - Balmain) 02 9320 7499
Marine Rescue Middle Harbour 02 9969 3270
North Sydney Police (02) 9956 3199
NSW Maritime 131 256
Volunteer Coast Guard (02) 9337 5033

Emergency Pickup Points

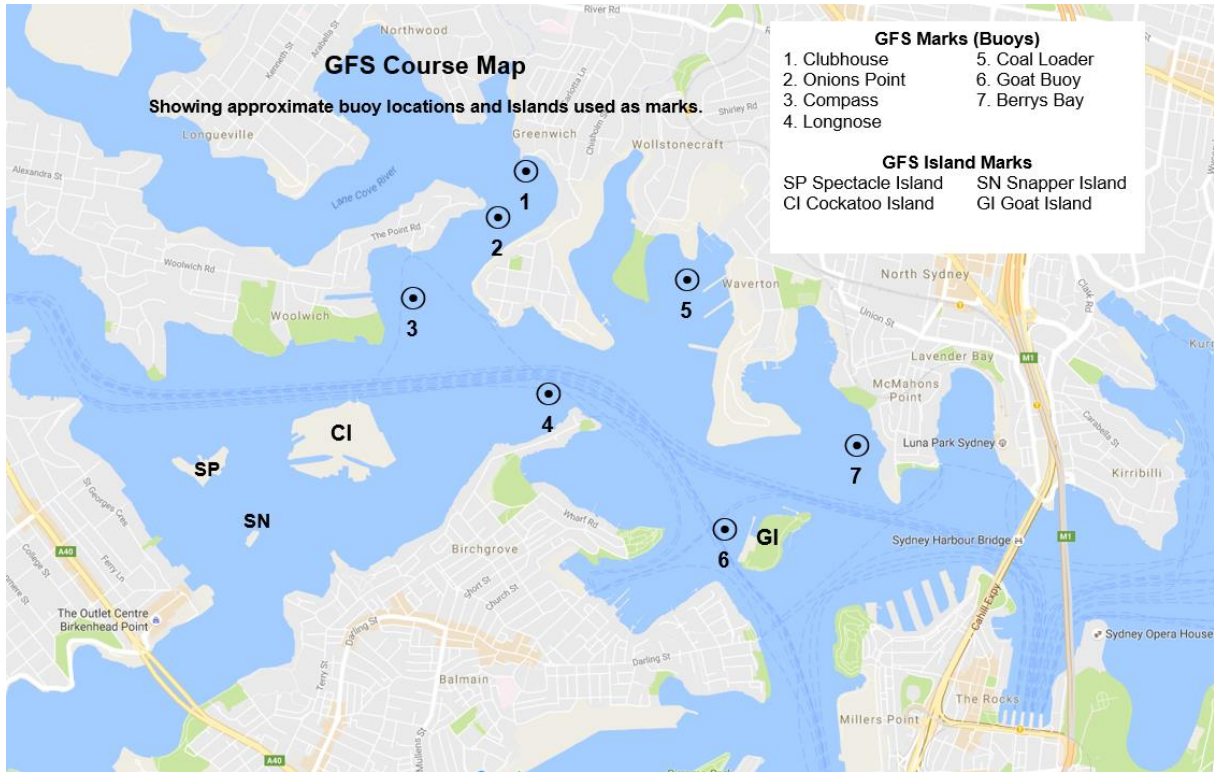
The following locations are some places where ambulance services may pick up a person requiring urgent medical treatment for a serious injury or illness. There are other suitable safe areas, **don't just rely on this list**, familiarise yourself with these and other places you select. **You must give specific details to emergency services.**

Bay Street Wharf, (adjacent to the Club), Bay Street Greenwich (nearest cross street Greenwich Road).

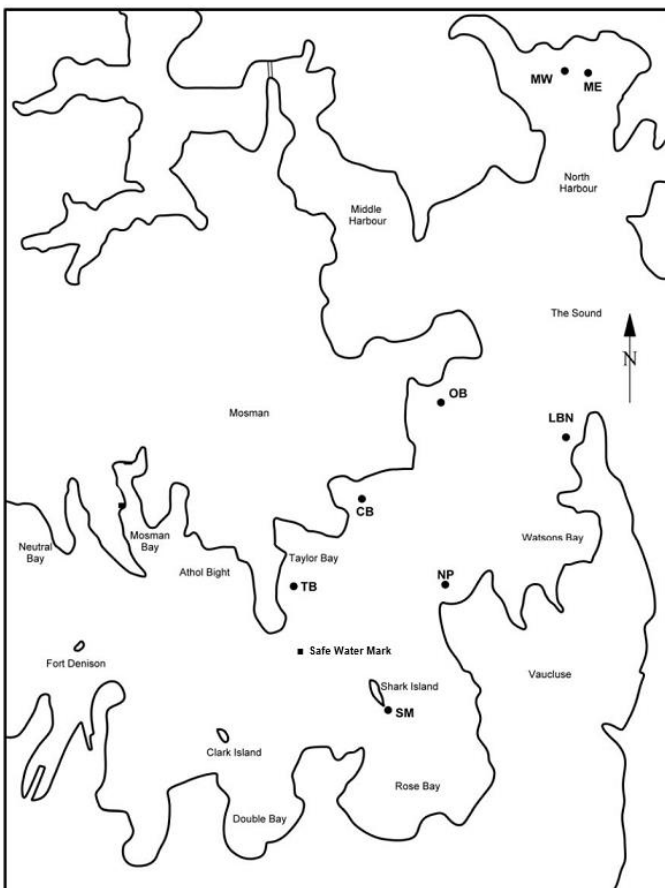
Note: Illegal parking often makes vehicular access difficult

Northwood Wharf, Northwood Road Northwood (nearest cross street Cliff Road)
Valentia Street Wharf, Valentia Street Woolwich (nearest cross street The Point Road)
'Woolwich Marina' (Brokerage 9817 1020), 2a Margaret Street Woolwich (cross street Woolwich Road)
Drummoyne Wharf, Lyons Road Drummoyne (nearest cross street St Georges Crescent)
Greenwich Wharf, Mitchell Street Greenwich (nearest cross street George Street)
Noakes - Berrys Bay (9925 0306), 6 John Street McMahons Point (nearest cross street Dumbarton Street)
Mort Bay Wharf, Thames Street Balmain East (nearest cross street Darby Street)
Luna Park Wharf, Olympic Drive Milsons Point (nearest cross street Fitzroy street)
Watsons Bay Wharf, Marine Parade Watsons Bay (nearest cross street Military Road)
RSYS (9955 7171), 33 Peel Street Kirribilli (nearest cross street Carabella Street)

Course Maps



Additional Rounding Marks



Marks and Islands used in GFS Down Harbour Courses

- MW** Manly West
 - LBN** Lady Bay North
- Fort Denison**
- ME** Manly East
 - NP** Nielsen Park
- Clark Island**
- SM** Shark Island Mark
 - TB** Taylor Bay
 - OB** Obelisk Bay